

NORDDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL LINES

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOEBEN" Capt. B. Wilhelm	THURSDAY, 26th Aug., Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"DERFFLINGER" Capt. E. Zacharise	About MONDAY, 31st August.
MANILA, YAP, NEWGUINEA, MARVUN, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	FRIDAY, 10th Sept., Daylight.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th August, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	POLYNESIEN	Broc	30th Aug., P.M.
MARSEILLES, VIA PORTS	TOMKIN	Charbonnel	31st Aug., at 1 P.M.
HANGHAI, KOBE, YOKOHAMA	OCEANIC	Sellier	13th Sept., P.M.
MARSEILLES, VIA PORTS	AUSTRALIEN	Riquier	14th Sept., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 to £31.10. 30 hours' railway from Marseilles to London.

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 17th August, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

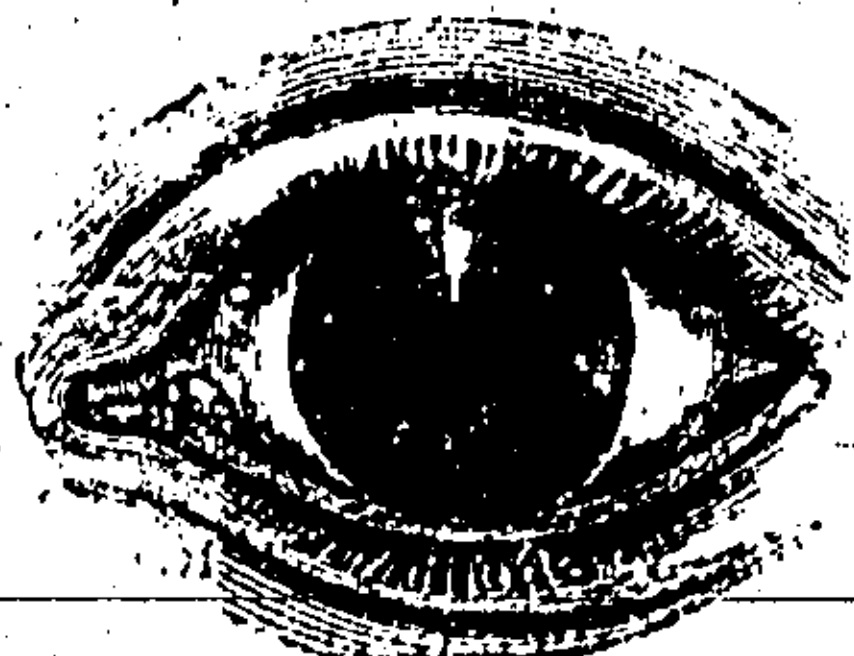
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight."—free

LONDON

GALATIA

SHANGHAI

1, John Street, Bedford Row, W.C.

59, Bentock Street

566, Nanking Road

Hongkong, 6th March 1908

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repairs work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 308, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootta,

A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 3rd June, 1909.

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL, Offices and Godown.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDER'S HILL, a Commodious Five-roomed Dwelling House with Servants Quarter, next to the Masonic Club.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 6th August, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 9th March, 1909.

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3, CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD A HOUSE in RYAN TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE BUILDINGS, and No. 108, DES VUEX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VUEX ROAD CENTRAL 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Rents low.

Apply to—

THE COMPADORE DEPARTMENT, E. D. SASSOON & Co.

Queen's Road Central.

Hongkong, 24th February, 1909.

TO LET.

GODOWN 'o. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1909.

GALLANT ACTS REWARDED.

HEROIC RESCUES IN VARIOUS SCENES.

The Morning Leader of 10th July says:—Some memorable deeds of gallantry in life-saving were rewarded yesterday at Marlborough House by the Prince of Wales, in connection with the Order of the Hospital of St. John of Jerusalem, of which the Prince is "grand prior."

Seventeen bronze medals were awarded, and the Prince handed them over without a set speech, but with a shake of the hands and a few informal words to each recipient.

Here is a brief narrative of some of the acts of gallantry:

Alfred and Robert Hunt, brothers, were employed at Alexandra Pottery, Tinsall, in August last. Robert fell into a 10ft. tank of boiling oil and water, and Alfred jumped in to his rescue. With the aid of a pipe he got him out. Their screams of agony as they rolled about on the ground attracted attention, and the brothers were removed to hospital. Robert died, and Alfred yesterday received the bronze medal for his brave but fruitless attempt at rescue.

CUT OFF BY THE TIDE.

At Swanage last year Alfred Fairfax, cut off by the tide, scrambled partly up a cliff 35ft. high, and then found himself too exhausted to go on or return. Thomas Bridger, a coast-guard, at great personal risk was lowered from the beetling crown of the cliff and saved the other man's life.

Francis Ward, while working in a 300ft. deep well at the military pumping station at Dover, with a man named Voller, encountered an unexpected layer of foul air. Voller became unconscious, but Ward bore him to a safer place by means of a ladder, and, in total darkness, practised artificial respiration for 4½ hours. Both were ultimately rescued in an exhausted condition. Ward yesterday received the bronze medal.

Last August James Atkinson, a green-grocer, while serving a customer from his cart at North Reddial, saw a tiny girl in peril on a tramway just in front of an advancing car. He seized her and rolled with her clear of the track, but the narrowness of the escape may be gathered from the fact that his clothing got caught and torn by the tram wheels.

On the report of the Mayor of Warwick, Charles Henry Firth Bernard, a tailor's assistant, 14 years old, was given the bronze medal for rescuing a little girl at great personal risk in September, 1908. The child attempted to run across the Bath-side crossing, Alexandra-rd., Warwick, just as a train was approaching. The little one fell on to the metals in front of an approaching train, when Bernard rushed on to the line and got her out of danger, though only just in time.

RESCUED FROM A WELL.

Joseph Heybert Perrin, a labourer, got his bronze medal for pluckily going to the rescue of three men who were overcome by foul gases in an artesian well near the Savoy Hotel, Strand. All were safely rescued.

Four men—John Major, William Sheppard, and William Cooper (labourers), and Alfred Edward Weaver (fitter)—were instrumental in a somewhat similar rescue. A man named George Jackson was overcome by fumes in a shaft at Southampton last May. The four men went down over and over again at great personal peril. Unhappily, their brave efforts did not result in saving the man's life. Each was given the bronze medal.

On the report of the Lord Mayor of Belfast, Jack McClure and Robert Reid each got the medal for saving a man at Lurgan railway station, Armagh. A man, apparently under the influence of drink, was saved by these two lads from death by an incoming train.

NEARLY RUN OVER.

Certificates of honour were given in the following cases:—At Portadown station, Armagh, George Long and Maxwell Turner, of the Royal Irish Constabulary, saved two men who were in danger from an advancing train.

Thomas Mould, a woodman, employed by Lord Lichfield, saw a portion of an embankment fall into the mouth of a tunnel at Milford (Staffs) in May, 1908, and ran through the dark tunnel to warn an approaching train. He was successful in preventing a worse mishap.

Herbert Brown, a groom, got the certificate for a plucky act performed at Dunston, near Lincoln. A man and a boy went down a well and were overcome by gas. The nature of the danger is shown by the fact that both perished. But Brown bravely went to their rescue and actually succeeded in getting a rope round the man's arm. He nearly lost his own life, and was rescued exhausted and unconscious.

James Weeks, a G.W.R. signalman, saved the lives of two children at St. David's station, Exeter. By a very narrow margin he got them from in front of an express train.

George Bailey, a railway clerk, similarly saved a lady at Shepherdwell near Dover, last May, only just in time.

Enrique Aubrey Hodge (Jamaica) is to get the certificate and Vaughan Miller (Tasmania) the silver medal for plucky deeds. Hodge did good service during the Kingston earthquake, and Miller showed splendid bravery in attempts to rescue shipwrecked sailors.

PLUCKY MINERS.

The silver medals have already been awarded to three men in Somersetshire for acts of bravery performed at the Norton Hill Colliery, near Bath, in April of last year. The Prince, on the occasion of his recent visit to Longleat, presented the medals to Herbert Atwood (under manager) and John Simms and William Gould (miners). They made most heroic, but unsuccessful attempts to save ten men who perished in an explosion.

KING AND COOLIES.

The London Gazette announces that the King has awarded the Edward Medal of the first class to six white miners, and the Edward Medal of the second class to six natives employed at the Kimberley Diamond mine.

On 30 Jan. last a mud rush occurred in the Kimberley mine causing six natives to be completely cut off by 6ft. of mud.

An attempt was made to clear the mud away, but a second rush took place, and it was decided that the only possible method of reaching the men was by working over the top of the mud and handing the mud back in small quantities.

The men concerned, after most arduous labour—they could only work stretched on planks—succeeded in rescuing the miners, who had been entombed 40 hours.

There was great risk of a further rush, which, had it occurred, would have overwhelmed the workers.

Public Companies.

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

In accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1909, of TWO DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 24th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 13th August, 1909.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 30th June, 1909, at the rate of Two POUNDS Sterling per Share of £25 is Payable on and after MONDAY, the 23rd August, current, at the Offices of the Corporation, WHERE SHAREHOLDERS ARE REQUESTED TO APPLY FOR WARRANTS.

By Order of the Board of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, 21st August, 1909.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 3% per Share for the six months ending 30th June, 1909, declared at Today's Ordinary Yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 24th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings.

By Order of the Board of Directors,

GEO. A. CALDWELL,

Acting Secretary.

Hongkong, 23rd August, 1909.

Intimations.

YUEN HING,

No. 4, D'AGUILAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL

DEALERS

in all kinds of hand-made

DRAWN and EMBROIDERED CHINESE

WARE, &c.

all of the best quality.

Hongkong, 5th August, 1909.

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO

MARKS.

No. 10, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely last and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct maintenance a speciality.

Hongkong, 1st September, 1908.

Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Benger's Food is sold in tins, by all Chemists, etc., everywhere.

BENGER'S FOOD

Intimation.

Powell's

Furnishing

Department

ALEXANDRA BUILDINGS.

(FIRST FLOOR)

are making a special show of household and office furniture.

HIGH

grade examples of which may now be seen in our showrooms.

Completely finished and artistic bedroom suites, with teakwood bedsteads "en suite," Dainty Writing Tables in attractive designs, Curio and Silver Tables, lined with silk and plush, and a host of other articles of a

CLASS

rarely seen previously in Hongkong.

We are steadily and consistently improving the tone and general finish of Colonial made furniture.

We are paying very special attention to the modern methods in Office Fittings, and have several examples of our work ready for inspection.

The Card-index system cabinet is a very special feature with us, and general office

FURNITURE

such as, Roll Top Desks, Typewriter Desks, may always be seen and the advantages of our makes, explained, by a visit to our showrooms.

OUR ILLUSTRATIONS

OUR TIME

OUR EXPERTS

OUR ADVICE

AT YOUR DISPOSAL.

POWELL'S
ALEXANDRA BUILDINGS,
and
28, Queen's Road.
Opposite the Clock Tower.

Auction.

E. R.
PUBLIC AUCTION.

THE undersigned have received instructions to sell by
PUBLIC AUCTION,
TO-MORROW,
the 25th August, 1909, at 10 A.M., at Army Ordnance Stores, Queen's Road East, THE FOLLOWING
GOVERNMENT STORES,
At the Arsenal Yard:—
IRON BEDSTADS, LAMPS TRACING, LAMP SIGNAL, BERKFIELD FILTERS, PUNKAH LAMPS, EARTHENWARE FILTERS, BRASS, CUPRONICKEL, GUNMETAL, COPPER, LEAD, WHITE METAL, ZINC, STEEL, CAST, WROUGHT and GALVANIZED IRON, LEATHER, GROUND SHEETS, BLANKETS, TARED and PLAIN CANVAS, ROPE, DOO, SCOTIE, HUNTING, WOOLLEN RAGS, OLD WOOD, IRON DRUMS and CYLINDERS, PAINT KEGS, PACKING CASES, &c., &c.

ALSO
A Quantity of PARTWORN CLOTHING. Catalogues can be had at the Ordnance Office or from the Auctioneers.
TERMS OF SALE:—Cash on delivery. All faults and errors of descriptions at Purchasers' risk, on the fall of the hammer.
All lots to be cleared within 48 hours.
HUGHES & HOUGH,
Auctioneers.
11, Queen's Road, 23rd August, 1909. [6-6]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DEVANHA"
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Morea*.
From Calcutta, ex S.S. *Pakistan*.
From Persian Gulf, ex B.I.S.N. and D. & P. S. N. Co.'s Steamers.

Optional Cargo will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th August, 1909. [4]

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex *S.S. Charina*, and from Bordeaux ex *S.S. Verbeke*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 5 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 25th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th August, or they will not be recognised.
All damaged packages will be examined on WEDNESDAY, the 25th August, at 3 P.M.
No Fire Insurance has been effected.

P. DE CHAMFORIN,
Agent.

Hongkong, 17th August, 1909. [6]

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship
"FLINTSHIRE"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 28th inst., at 3 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on the 28th inst. No Claims will be admitted after delivery of Goods have been effected to Consignees, and same must be presented within ten days of steamer's arrival here, otherwise they will not be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 23rd August, 1909. [59]

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"C. FERD. LAEISZ,"
Captain Wagner, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th August, 1909. [60]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS,"
FROM LEITH, ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th August, 1909. [60]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside, Cargo, impeding the discharge or remaining on board after 5 P.M., the 21st inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 20th August, 1909. [6]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th of August, at 9.30 A.M.

All Claims must reach us before the 31st of August, 1909, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co., General Agents.

Hongkong, 21st August, 1909. [5]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—
DAILY—\$36 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered to their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)
There will be no rebate to Miscellaneous Subscribers as heretofore.

By Order, THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 22nd December, 1908. [48]

THE QUESTION OF RAILWAY STATIONS.

THE TIENSIN-PUKOW LINE.

On the occasion of the retirement of Li Te Shun, the director of the Northern part of the Tientsin-Pukow Railway, it was asserted that he had endeavoured to cause the Railway Station at Tientsin to be constructed in the neighbourhood of the German settlement and that he had received large sums of money as a bribe for that purpose from the Deutsche Asiatische Bank connected with that company.

We have been asked to state that, although it was a question, at the beginning of the negotiations, of constructing the station partly on German, partly on English territory, nevertheless, during the course of the whole negotiations, which were conducted with full publicity, neither from the German, nor from the English side, were offers or promises of any kind made to the Chinese negotiators nor to any other Chinese officials.

In the further course of negotiations, the Chinese Government, quite according to European custom and with full publicity—demanded from both of the concessionaires a subsidy towards the expenses of building the railway, which subsidy was quoted at such a high figure that negotiations had to be given up as hopeless.

When finally the site for the projected station was selected at a spot far removed from the European settlements (which caused these settlements to take no further interest in the matter) a Chinese syndicate, knowing how matters stood, bought up large quantities of land near the spot chosen, as a speculation. The German and English communities were neither directly nor indirectly concerned in this matter.—*Singhai Mercury*.

CORONATION DAY AT RAUB.

HUGE TIGRESS INTRODUCED INTO THE FESTIVITIES.

In the course of an account of the celebrations at Raub, on the 9th inst., a correspondent of the *Malay Mail* writes:—

Functionally at 10 a.m. sports were commenced, and were most keenly contested until noon, when all adjourned for tiffin. But just at this hour a huge tigress was carried on to the course, causing quite a sensation. It appeared that, on the evening of the 7th inst., a bullock had been killed about two miles out of Raub, on the Lipis road. Mr. McLeod, of Raub, who had repeatedly watched for this tiger, decided on this occasion to set trap guns; and, accordingly, three double-barrel guns were placed in such a position near the carcass of the bullock that, on the morning of the 9th, the tigress was found dead about 20 yds. from the kill. The beast had two wounds, and measured 8 ft. 4 ins. The owners of bullocks on the Lipis road were indeed glad to hear of this brute, which had been playing havoc with their cattle of late.

CHINESE IN CANADA.

RESTRICTIONS LIGHTENED.

Particulars are to hand of the important changes in the Chinese Immigration Act which have been made by the Canadian Government. The changes, which have been effected, greatly widen the class of Chinese privileged to enter Canada without paying the \$500 head tax. These changes were made largely, if not wholly, at the request of the Chinese of Vancouver, who in a recent petition to the Government urged a freer entry, particularly for Chinese students and merchants' sons. The order in Council grants important concessions for both these classes, while in many other respects it relaxes the restrictive features of the Chinese Immigration Act of 1905 and the amendment of July 1908. The new order so widens the scope of the Act in regard to the privileged class that it practically leaves only the Chinese labourers to pay the head tax, with the pauper, the insane and the infectious still prohibited. The order is a distinct concession to the Chinese seeking educational advantage in Canada. Under conditions, much more free and broad than have yet prevailed, these need not now pay the head tax.

If a Chinese merchant in Canada dies his son can now enter Canada free from the imposition of the head tax by proving that he is going to take over the business of his deceased parent and that he is under the age of thirty years. Also, if a Chinese desires to return to China to marry, he can take his wife back to Canada with him and neither will have to pay the head tax. Or at a later date he may send for his wife and minor children and all may escape the head tax. There is also granted another concession to all Chinese revisiting China. The Act of 1905 compelled their return to Canada within a year if they would escape the tax. An additional six months is now granted by the order in Council, proof merely being required that illness was the cause of the delay in the return to Canada.

The law as it was up to April, 1909, granted a refund of the \$500 head tax to the student at the end of a year upon proof that he had for that period been a bona fide student in a recognized university or educational institution. Even those who could not, upon arrival in Canada, substantiate their status as students were given eighteen months to prove, such a year's course at college. But the Vancouver Chinese urged that this law was still too restrictive and the new order in Council meets the request made. Under the order the following are exempt: (1) Students who pursue some regular course of study in the higher branches of learning; (2) Students whose studies are pursued for some particular professional occupation or calling requiring a technical or other special mental training; (3) Students who upon arrival already possess a liberal education; who devote themselves to the study of special subjects or questions, a student of manners, customs, institutions, politics,

economy or history (4) Teachers who are eligible to impart instruction in one of the recognized schools, or colleges or other educational institutions of Canada designed for those whose entire time is given to scholastic work. (5) Students who upon arrival in Canada declare their intention of pursuing their studies in Canada, and who, being unable to produce upon arrival the necessary proof of their status and are required to pay the capitation tax, and who are able to produce within two years and a half of the date of their arrival in Canada, certificates from teachers in any recognized school, college, university or technical school, showing that they have been for at least two scholastic years bona fide students in attendance at such institution.

Intimations.

O. C. MOOSA

1 & 3, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
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LACE SCARFS, MOTOR VEILS

IN

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MOUSQUETEIRE GLOVES

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WOOLEN, DELAINES, NUNSVAIL

INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHINGS.

Samples on application. Coast

Port orders carefully executed.

Hongkong, 20th September 1908. [59]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART. DECORATORS,

from Shanghai, have re-opened their

FURNITURE STORE

No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronized by the Hongkong

Club, Hongkong Hotel, Telegraph Co.,

Messrs. A. S. Watson & Co., Firms and other

leading Establishments in the Colony, to

whom reference can be made as to the

Superior Workmanship and Materials of the

Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as

follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

25th May, 1897.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 20th August, 1908. [64]

THE DRAPERY

EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN AND CHINESE

USEFUL ARTICLES

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CLOTHING, FANCY GOODS

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AT

VERY-NORMAL-RATES.

READY FOR SALE.

The Latest Style Goods for Present Season

Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIB-

BONS, LACE, BRIDAL VEILS,

FANCY DRESS GOODS, MUSLINS,

LAWNS, NAINSOOKS, SHIRT-

INGS, ALPACCAS, HOSIERY,

ENGLISH and AMERICAN FOOT-

WEARS, &c., &c.

Prices and Samples on application.

Best attention to all Coast Port Orders.

Hongkong, 16th April, 1909. [246]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports for their kind

patronage and support, and desires to state

that she will be pleased to receive orders for

all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and On-

Callers renewed on old ones.

Ladies and Children's Under-clothing, Chil-

dren's Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superioresse will also be most grateful

for any PARASOL or old KAVELONA to be made

into Bows for the Children of the Free Schools,

who are taught by the Sisters.

Witnessed, and signed, 1909.

[59]

Intimations.

WHAT IT WILL DO.

A woman buys a sewing-machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same diseases,—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WAMPOL'S PREPARATION
is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purpose for which it is commended it is honest, true and practical. It does what you have a right to expect it to do: It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

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MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

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REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages.

Guaranteed to be made from the pure juice of sound ripe fruit.

A. S. WATSON & CO LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

The Hongkong Telegraph.

HONGKONG, TUESDAY, AUGUST 24, 1909.

RUSSIAN METHODS IN MANILA.

Without the semblance of a trial and without the slightest warrant for their action so far as can be ascertained at present, twenty Chinese merchants, owners and managers of long established businesses, have been summarily deported from Manila by the secret service police. That is the story, in considerable space in the *Columbian* of the 21st inst. and even that newspaper, pro-American though it be, inveighs indignantly against the high-handed and tyrannical action of the authorities. It would be decidedly ridiculous to get into a flurry over an incident for which adequate explanation may later on be forthcoming, because so far we have only heard one side of the case. It may be that the secret service men had good and sufficient reason for taking the extraordinary step they did; it may be that the Chinese were in the wrong, for we are all liable to slips occasionally, but what leads us to a contrary opinion—and of course it is only an opinion—is the vigorous denunciation of the act by the editorial writer of the paper we have mentioned. In the first place, however, let us see how the news-gatherer deals with the matter. His opening paragraph reads: "As the result of a fight between Ng Si Beng, a member of the Chinese Chamber of Commerce, and his nephew Ng Kew, over financial affairs, seven men of the Ban Shung Tong, ten of the Gee Hock Tong, and several other Chinamen were deported last night by the secret service without a hearing in any court." That is brief and to the point. But it seems that the members of both tongs, absolutely dead being mixed up in any fracas whatever disturbance there was was confined to the two persons who were quarrelling over financial matters. What makes the affair additionally discreditable to the authorities—always providing that the tale furnished to the pressmen is true—is the fact that several of the principal members of both tongs were requested to call on the chief of the secret service to discuss a friendly question. The invitation assured them that there was no danger of any kind to themselves; all the police wanted to know were the facts of the squabble. The members who received the official billet-doux

naturally obeyed it immediately for well they knew that if they did not attend voluntarily other methods would be employed to induce them to grace the conference. Those fortunate individuals who had not been summoned suspected nothing; the business was a pure formality and their leading lights would be in their accustomed places in due course. It must have come as a bolt from the blue when they learned that their friends had scarcely put a foot inside the secret service office before they found themselves being unceremoniously placed on board a launch which was waiting and taken to the *Yuen-sung* as deportees. The *Columbian* remarks that these merchants "were not given any notice whatsoever and it is claimed that they did not even have a change of clothing and were given no opportunity to arrange their business affairs. The men of the Ban Shung Tong are all well known business men and as far as is known were men of good character. Among them were Sy Chian, a baker having a place of business on Calle Santo Cristo; Chua Tia, the owner of a soap factory on the same street; Sy Kin, an Australian coal dealer on Calle Caballeros; Gan Tih, the owner of a bag factory on Calle Jaboneros, and Pua Kan-On, a clerk. Agapito Uy Tongco, the president of the Ban Shung Tong, was also among the number." According to the same informant the trouble arose over a question of salary. Ng Kew, employed by Ng Si Beng, as manager of his business demanded an advance in his remuneration, and high words led to a fight. Ng Si Beng claims that the members of the tong took the part of his manager and not only conspired to beat him, but did so unmercifully. He asked police protection and the chief of the secret service detailed a Filipino detective to be with him day and night and to act as his coherer, when he drove out on the street at any time. He also preferred charges against his manager and against Agapito Uy Tongco for theft of money, but the case did not come to trial. The men were bailed out, their bondsmen giving P1,000 bail for their appearance in court. "The curious part of the matter is that the chief of the secret service denies all knowledge of the affair, while the chief of police in Manila refuses to utter a word on the subject. In the concluding lines it is definitely stated that 'At about 8 o'clock last night the arrested Chinese, to the number of over twenty, were taken down to the Legaspi landing, the prisoners were in charge of a number of plain clothes men from the secret service bureau and were hustled aboard the launch *Yuen-sung*, of the bureau of navigation. No time was lost, for as soon as the Celestials were safely aboard the tugs were cast off and the launch steamed rapidly away. It is presumed that the prisoners were taken out to the steamer *Yuen-sung*, which was to have sailed at four o'clock yesterday afternoon, but which was delayed until last night.' It is seldom that such a perplexing tale comes our way, especially from the land of the free. Assuming that the story is correct in its essential features, what reason could the authorities have for deporting a score of respectable Chinese merchants, men who drive in their own carriages? We do not say that such arbitrary doings have not taken place in other countries—in Hongkong for example, but in that case such an outcry was raised, such an outburst of popular indignation evoked, that the authorities thought better of their action and cancelled the disgraceful decree. Not only so but it jibbed at the idea of going into court, when the Editor of the *Shanghai Po* threatened to test the legality of the measure. But Hongkong is not Manila nor we suppose is the preponderating mass of the population of the same race. But Americans no less than Britishers pride themselves upon their liberty and freedom, and we cannot believe that they will tamely and tacitly admit that the Government through the secret service may, without word, of explanation, without trial or hearing of any description, quietly ship off a score or more of the citizens of Manila, especially men of substance and character, at a moment's notice. The idea is preposterous. And already we see that a similar view is entertained by our contemporary, which prints an editorial on the subject under the heading: "Where are the Courts?" In terse and trenchant language the writer says: The Chinese put on board ship last evening and deported may have been guilty of heinous crimes. We do not know as to that. No more do the police officers who put the men aboard the ship. No trial was had. No court passed upon the actions of the men deported. In the face of the certificates of residence issued by the Government to these men by which they were certified the right to remain in these islands and to have the protection of the laws of the country and access to its courts they were seized and taken away from their homes, their places of business and their families and put on board a boat and sent back to China where they will land without more than the clothes on their backs. Some of these are men who have been thirty years in the island and have built up large businesses and acquired property and have wives and children in Manila. It has been boasted many times that under the

Stars and Stripes all men are guaranteed the benefit of the bill of rights and that none shall be condemned by executive officers unheard but shall have the right to a speedy trial and to be confronted by the witnesses against them and to be informed of the charges of which they stand accused and above all shall be heard in their own defense in open court. It looks as though a piece of Russian administration had crept in under the Stars and Stripes. The proceeding looks to us like an outrage of law by the law's guardians. It must be that orders for the action came from higher up or those immediately in charge of the affair would not have had the temerity to have performed the act. That is the Manila writer's estimate. All we can add is that we are likely to hear more of this affair.

LOCAL AND GENERAL.

Two hundred Koreans have been drowned owing to floods in Hamgyong province.

THE Chinese Government contemplates the establishment of headquarters for the Admiral at Shanghai.

RUSSIAN immigrants from European Russia entering Manchuria during the first half of the year exceed half a million.

THE Colonial Secretary informs us that sanitary measures adopted by Netherlands India against Hongkong have been withdrawn.

OWING to an increase of Japanese inhabitants in Ulleung island, North-Eastern Korea, a regular steamship service is to be opened shortly.

THE laws for Japan's judiciary in Korea will be completed shortly. The date for the enforcement is to be settled by Prince Ito and Marquis Katsuma.

It is stated that the Waiwupu has informed the provincial governments that the foreign powers have agreed to prohibit illegal traffic in arms in all the foreign settlements.

It has been decided by the Ministry of Finance to organize branches of the Ta Ching Government Bank in the four provinces of Shensi, Chinese Turkestan, Kweichow and Fuhien.

INSPECTOR Gourlay summoned another shopkeeper, in the Police Court, this morning, for having unjust scales on his premises. The case came before Mr. Harland, and defendant was ordered to pay a fine of \$50.

A COOLIE was, in the Police Court, to-day, sentenced to six weeks' hard labour and four hours' exposure in the stocks for stealing an anchor chain from the Corinthian Yacht Club's premises last night. The chain belongs to one of the members.

OWING to the many important features involved in the proposed new provincial system, which has been under consideration, it has been decided by the Chinese Government to put it in force after the provincial assemblies have been convoked, so that the latter may keep a check upon their working.

THE Board of Posts and Communications has intimated to the China Merchants Steam Navigation Company that in order to increase its business it should enter into contracts with the Chinese Railway Companies to connect its steamers with the Peking-Mukden Railway at Newchwang, the Peking-Kalgan Railway at Tientsin and the Shanghai-Nanking and Peking-Hankow Railway at Shanghai, and should issue through passage tickets and bills of lading at all its offices. This, the Board says, would benefit both the companies and the travelling public. The former will make more profit and the latter will be saved a lot of trouble.

SAYS the *China Press*, Tientsin:—Anyone passing along the German Bund will notice a large number of fine cattle, several hundred in number, which are being stored in the old godown and ground owned by the C. E. & M. Co., and these cattle are being purchased daily in the country by the agents of Messrs. Zimmermann & Co., and shipped from here to China-wang in the S. *Kwangping*, where they are killed, their carcasses frozen, and then shipped to Vladivostok, under a contract with the Russian and other local authorities. This new business promises to grow into one of very large proportions, and we presume that there are plenty of cattle yet left for sale in this and the adjoining provinces.

INTERPORT SWIMMING.

SHANGHAI TEAM.

Further particulars regarding the Interport Swimming have been received by the Secretary of the International Swimming Club, Mr. E. Prince. The Aquatic Sports will take place in Hongkong on September 23, 24 and 25, and the following is a list of events in which Shanghai will participate:—

First day—Half mile; 100 yards; (3 lengths); high dive; (20 to 25 feet).

Second day—200 yards (6 lengths); 400 yards (14 lengths); throwing the Polo Ball.

Third day: Flunging; Running Header from Spring board; Flying Squad on Race, Shanghai v. Hongkong; Water Polo, Shanghai v. Hongkong. Arrangements are well in hand and the team will probably leave here on or about September 17, says the *N.C.D. News*, which will allow them one or two days for training. The Shanghai team has not yet been selected, but it is probable that the following swimmers will represent Shanghai: R. W. MacCabe, E. Prince, C. W. O. Mayo, P. Fowler, D. H. Cooke, T. E. N. Rosser, J. Wilson, W. Jones and G. J. Robinson. The team is a very fast one, and should acquit itself well in the Championships and the Team Race, although it is hard to say how Shanghai will fare in the Water Polo.

Divorce Damages.

"BOA VISTA" HOTEL REGISTER IN COURT.

HEARING ADJOURNED FOR LEMM'S RETURN TO THE COLONY.

The action was resumed before the Chief Justice (Sir Francis Pigott) in the Supreme Court, this morning, in which Captain C. W. Mitchell, master of the steamer *Fook Sang*, is claiming damages from John Lemm, a Hongkong architect, for alleged misconduct with his wife on divers dates and at various places in this Colony.

Sir Henry Berkeley, K.C., instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff. Mr. M. W. Slade, instructed by Mr. P. M. Hodgson, of Messrs. Ewens and Harston, defended.

The juryman empanelled were:—Messrs. E. J. Hughes (foreman), J. W. Bolles, E. Shellim, M. S. Northcote, G. C. Moxon, E. H. Hinds and M. S. Sassoon.

When the case re-opened there were a number of spectators in the court-room, and Captain Mitchell was re-called to the witness box by the defence. In answer to questions put by Mr. Slade, he said that in 1903 he was captain of the *Fook Sang*.

What I want to know is this, Captain Mitchell. I put it to you that you were not so unfriendly with Mr. Lemm at the time as you tried to make out yesterday?—The circumstances did not then come to my knowledge. Didn't you ask him to look after your house?—No.

This letter to Lemm (produced), was it written by your wife?—The handwriting looks like mine, but I won't be sure of it. The circumstances, I think, prompted me to write it.

And that letter you handed to your wife to give Lemm?—It might have been.

Do you remember writing a letter to Lemm asking him to look after your house?—When Mrs. Mitchell left for Chefoo she sublet the house to a man named Keene and Mr. Lemm was asked to look after the house and collect the rent. This was without my knowledge. Mr. and Mrs. Keene left the house and it was rented to a man named Logan. When this came to my knowledge I became anxious. I am always at sea, and I asked Lemm to look after the house. Besides Mr. Lemm, you have accused a number of other men of committing adultery with your wife?—No.

You did not?—Other people were brought into the action after I took proceedings. Have you charged other people with committing adultery with your wife?—Yes, after the information came to me.

How many people besides Lemm?—Two. I put it to you, I should say three.

Did you take that photograph, which was produced yesterday, yourself?—No.

The witness was then excused.

The next witness, Captain N. G. Major, master of the tug *David Gillies*, said he knew the plaintiff and his wife.

A discussion here started as to a photograph of Mrs. Mitchell, and after it had come to an end, the witness resumed his testimony. He said he knew Lemm. In May, 1900, he was living at 3, Granville Avenue, Kowloon. No. 4 was occupied by Captain and Mrs. Mitchell.

How long did they remain there?—Until 1902. Had you an office in Hongkong?—Yes.

And what were your habits after leaving office?—To go straight home at five.

Where was Lemm living?—At Kowloon.

Whereabouts?—In Granville Avenue.

What was the number of his house?—No. 8, I believe.

Did you see him daily?—Yes. He passed along the avenue daily.

Was there anything that attracted your attention when he passed down the avenue?—He whistled when he passed No. 4.

And what happened?—I heard an answering whistle.

Tell us something about him?—He was a frequent visitor to No. 4 in the evenings.

When he visited the house, did he stay there any length of time?—Sometimes he would go in and come out between ten and eleven; sometimes he did not come out at all.

Was he ever in the house after eleven o'clock?—I can only surmise that.

From what circumstances?—I saw Lemm go into the house and sometimes out of curiosity I wanted to see him, come out.

The Chief Justice—You remained on your verandah watching?—I think I did.

Sir Henry—What aroused your curiosity?—It would arouse anyone's curiosity.

The Chief Justice—Have you watched to see him come out?—I have.

On how many occasions?—Three or four.

Had he come out on those occasions before you went to bed?—No.

Have you seen them together?—I might go as far as say thousands of times.

The Chief Justice—In the day time?—Yes, always on Sundays.

Do you remember being on board the *Prins Sigismund* on 21st June?—Yes.

Was Mrs. Mitchell on board?—Yes.

Where was the ship bound for?—Australia.

Mr. Slade—Where are your particulars, Sir Henry?

Sir Henry—I am not bound by particulars. Mr. Slade (loudly)—You are not bound by particulars? My friend has his way now. He has put it to the jury in his own way.

In 1903, the plaintiff took proceedings against his wife for adultery?—I believe so.

And you were called as a witness on 26th September, 1903?—I will not be sure of the date, but I was called.

You were called on commission?—Yes.

When you gave your evidence, then did you mention any one of the facts you gave now?—Yes.

You are a friend of the plaintiff?—I am a captain myself.

It is curious that in 1903 you did not give the details you give now?—I was not asked for them.

Mr. Slade fired question after question at the witness in quick succession, testing his veracity, which evidently annoyed witness. "I am here," the witness said, "to tell the truth and nothing but the truth." (To the Court)—"Tell the gentleman (Mr. Slade) 'not to look at me as if he is going to swallow me. I am here to tell the truth, so don't think I've come here to tell lies. I am telling what I know.'"

After the witness had calmed down a few more questions were put to him, and he was excused.

A house "boy," Pau Kan Tak, said that in April, 1905, he was living at Irani Villa, Kowloon, as cook and "boy."

Sir Henry—For how long?—Between 6 and 7 months.

Who employed you?—Mrs. Mitchell (laughing).

What were your wages?—\$12 a month, and Mr. John Lemm gave me \$3, making it \$15.

Have you seen Mr. Lemm at your mistress's house?—He was always there.

At what time did he come?—Mostly at night, at about 7 p.m.

And how long did he stay?—Till an early hour in the morning between 2 and 3 a.m.

Any other cooks besides you?—I did all the work. I am general servant.

How many bedrooms were there?—One sleeping room and one room for Mr. John Lemm.

You said there was a bed in Mr. John Lemm's room?—Yes, a bed of not much use.

Do you remember at the time where Mr. Lemm lived?—In Observatory Road.

Did he use the bed in the house in which you lived?—Yes.

At what time?—After nine o'clock.

How do you know?—He used to send me over to his house for his pyjamas.

Did you do it?—Yes.

Have you ever seen him in his sleeping garments?—Yes.

Where?—In his own room.

In any other room?—After he got his night clothes on, he locked his room door, and I could not get admittance.

Have you seen him in any other place in the room?—He used to take his liquor in the mistress's room.

Have you seen him there?—Yes.

In his pyjamas?—Yes.

And how was the mistress then dressed?—A long sleeping dress.

Mr. Slade (cross-examining)—How many bedrooms were there in this house?—Two.

Where did Miss Mitchell, the daughter, sleep?—With Mrs. Mitchell.

In the same bed?—Yes.

And during the while time Lemm was there were both mother and daughter living together?—Yes, mother and daughter were sleeping in the same bed.

Where did you sleep?—On the premises.

You said that when Lemm put on his pyjamas you could not enter his room?—Yes.

Could not even get into the dining room.

And how could you see Lemm in Mrs. Mitchell's room? Through the bars of the window.

So you went to the window to look in?—No, I had passed the window.

You said you lived on the premises. What were you doing at the window?—I passed there for ice water for the mistress who wanted it for liquor.

And how did you get the ice water in?—Through the window.

Mr. F. J. Marques, manager of the Boa Vista Hotel, Macao, was the next witness. He was handed two photographs by Sir Henry (photographs of Lemm, Mrs. and Miss Mitchell) and from them he said that he had seen them in his hotel. They were there in August, 1904, and their names were entered in the register (produced).

The entry was shown to the Court.

Sir Henry—Do you remember what rooms were allotted to the party?—Nos. 9 and 10.

Who occupied No. 9?—The two ladies.

And No. 10?—Mr. Lemm.

Is there a verandah running between 9 and 10?—Yes.

And is there a partition between the two rooms?—Yes.

Is it possible to pass to the rooms by way of the verandah?—Yes.

When did the ladies and gentleman leave the hotel?—On 13th October.

Did they leave together?—Yes.

Who paid the hotel expenses?—Mr. Lemm.

Mr. Slade—And he signed the chits "John Lemm"?—Yes, I believe so.

And that's the name you have entered up in the account book?—Yes.

In each case you have Mrs. Mitchell's name entered in the account book?—Yes. It is entered "M. Challe."

You might easily have mis-read it from the chits?—It is a rough guess of what the name really was, taken from the register.

On the first occasion you have the names entered up separately?—Yes.

The name was entered as "J. Lemmert"?—Yes.

But is it a misreading of yours from the quick scribble?—The reading looked more like Lemmert.

And on the second occasion he signed his name "J. Lemm"?—At that time I already knew he was J. Lemm.

In your book you have two chits for two drinks against Mrs. Mitchell?—Yes, two drinks and two tiffins.

So she signed her own chits?—Yes.

And Lemm signed chits, too?—Yes.

So on the face of your books there is nothing to show who paid?—No. But Lemm paid.

There is nothing to show if each did not pay his own account?—No.

Witness then described the rooms, and how one room communicated with the other at the time Lemm and Mrs. Mitchell occupied them. The rooms were separated by a panel which could be removed, the witness said, by turning a button.

Mr. F. A. Pereira, assistant manager of the Boa Vista Hotel, was called. His evidence was somewhat similar to that of the last witness. He spoke of the visitors' register, to which Lemm signed it, accompanied by the two ladies.

The Chief Justice (to the witness)—I hope your other guests remain in your memory as these.

Sir Henry—This is not the first time he has been here. He was examined by the commission shortly after the visit.

The case for the plaintiff closed at 12.35 o'clock, and the case adjourned *sine die* to await the return of Mr. John Lemm in Hongkong.

HIGHWAY ROBBERY.

BOY TIED TO A TREE BY ROBBERS.

A report reached police headquarters to-day of the occurrence of another daring robbery in the New Territory. On Sunday evening a boy, about sixteen years of age, left Tai Po for Yau-ma-tei to make certain purchases. On the road he was stopped by three men, who knocked him down and, after stealing all the money he possessed—a dollar—tied him to a tree with a piece of rope. It was some hours later that the lad was released. He continued his journey and on arrival at Kowloon, reported the matter to the Water Police Station. A description of the robbers was supplied to the police.

CANTON DAY-BY-DAY.

OPIMUM DENS RAIDED.

[From Our Own Correspondent.]

Canton, 23rd August. On the 18th inst., on information received that twenty-five opium-smoking dens were remaining open in the Shiu-Tang Market, in the Nambui district, the local officials at once sent a posse of officers to raid the prohibited premises. The dens have now been closed, and the keepers of the establishments arrested.

RETURN OF FOREIGN MINISTER.

H.E. Wong Ko, ex-Chinese Minister to Italy, arrived here a few days ago, and called on the Viceroy on the 22nd inst.

THE PHILIPPINE CARNIVAL.

NEXT YEAR'S PROGRAMME.

Preparations are already well under way for the third Philippines Carnival, which is to be held in Manila next February, and with their famous record as entertainers to be lived up to the residents of the American colony across the China Sea, are preparing to give those visitors who attend the next big show, a more enjoyable time than was afforded to those who were so fortunate as to be present last year. It would seem that this would be stamping the impossible, but Mr. C. W. Rosenstock, a member of the Carnival's Publicity Committee, who arrived on the *Mongolia*, says that it will be done.

"The 1910 Carnival," Mr. Rosenstock said to a representative of the *Telegraph*, "will be the greatest affair of the sort ever attempted in the Far East. The first Carnival was a huge success, and the one held last year far surpassed it; but we are now working on plans which when finally completed will cause people to open their eyes. Many people from all parts of the Orient have had the pleasure of being in Manila during Carnival week, and we are assured that many more will be present in February. The Carnival Association is now making arrangements with steamship companies for reduced fares to Manila during the festival,

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

NEW CANTON VICEROY.

ARRIVAL AT SHANGHAI.

[By courtesy of the "Sheung Po"]

Shanghai, 23rd August.

H.E. Yuan Shu-Huan, Viceroy-designate of Canton, having recovered from his recent illness, has arrived at Shanghai from Nanking.

He is at present staying at the Foreign Bureau and will shortly proceed to Canton.

A DENIAL.

REPORTED BURNING OF C. M. STEAMER UNTRUE.

[By courtesy of the "Sheung Po"]

Shanghai, 23rd August.

Yesterday's report of the burning of the C.M.S.N. Co.'s s.s. Kwang Chi is absolutely untrue.

NAVAL STATION.

SELECTION OF BASE.

[By courtesy of the "Sheung Po"]

Peking, 23rd August.

The Governor of Chekiang will proceed to Ningpo on the 26th inst. to receive Admiral Sah and Prince Chun.

They will then proceed in company to Cheong Shan to select a suitable naval station.

HANKOW-SZECHUAN RAILWAY.

THE LOAN AGREEMENT.

[By courtesy of the "Sheung Po"]

Peking, 23rd August.

The agreement for the American loan for the construction of the Hankow-Szechuan Railway is ready for signature.

Later.

The merchants and gentry of the Hukwang Provinces have wired to the Waiwupu to oppose the conclusion of the American loan; they assert that they would rather die than recognise the validity of the loan.

Later.

The Waiwupu is in a very perplexing position in regard to the loan.

NAVAL BASE.

COMMISSIONERS TO SELECT.

[By courtesy of the "Sheung Po"]

Peking, 22nd August.

Admiral Sah and Shun Pui-lap are to leave Peking on 25th inst.

They will proceed to Chekiang first to see about establishing a naval base in that Province.

CANTON-HANKOW RAILWAY.

THE LOAN AGREEMENT.

[By courtesy of the "Sheung Po"]

Peking, 22nd August.

Grand Councillor Chang Chih-tung has, in conjunction with the Waiwupu, memorialized that the agreement for the loan for the Hunan and Hupoh railway is ready for signature.

STUDENTS FOR AMERICA.

FORTHCOMING EXAMINATION.

[By courtesy of the "Sheung Po"]

Peking, 22nd August.

It is notified that candidates for education in America should send in their names between the 25th and 30th inst.

An examination will be held on the 4th prox.

One hundred students will be selected.

Telegram.

"HONGKONG TELEGRAPH" SERVICE.

JESSFIELD CLUB RAIDED.

ROULETTE TABLES SEIZED.

[From Our Own Correspondent.]

Shanghai, 24th August,

12.35 p.m.

Jessfield Club was raided by the Municipal Police last night.

Two roulette tables were seized.

The Indian watchman, in resisting the seizure, bit Inspector Armstrong's arm severely.

CHINESE POLICEMAN CHARGED.

ACCUSED OF KILLING A HAWKER.

The trial of the native police constable, Wong Kam (No. 965), for the manslaughter of a hawker named Leung San, formerly residing at 148, Hollywood Road, was continued before Mr. F. A. Hazland, at the Magistrate's Court, this afternoon. Further evidence was called to show how the act was committed. It would appear that on the 29th July last, while the defendant was on duty in Hollywood Road, he saw the deceased seated on a box alongside his two stalls, which were in the side channel. Defendant believed that an obstruction was being committed, and ordered the hawker away. The latter did not obey immediately and defendant, so it is alleged, produced his truncheon and poked the man in the side. Deceased returned home, and died on the following day. The cause of death, according to medical evidence, was strangulated hernia.

The case was further adjourned. Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrell, is retained for the prosecution. The defendant is represented by Mr. E. Davidson, of Messrs. Hastings and Hastings.

CONCERT AT KOWLOON.

OPEN-AIR ENTERTAINMENT BY KOWLOON CRICKET CLUB.

The concert given under the auspices of the Kowloon Cricket Club on Saturday night in aid of the Spemans Institute, turned out a brilliant success in every respect. These open-air musical evenings fostered by the energetic committee of the K.C.C. have come to be a delightful feature of the sultry summer season and the success which attended Saturday night's affair proves the popularity of this form of entertainment, provided the services of a strong combination of vocalists can be secured, which the Kowloon Cricket Club succeeded in doing on Saturday night. The grounds were brilliantly illuminated with Chinese lanterns for the occasion and brightly coloured flags adorned the stage, the entire scheme of decoration being carried out with an artistic sense of taste.

The concert opened with the Overture "Tannhauser," by the Band of "The Buffs," which was finely executed. "Life the Organist" by the Rev. A. P. Crofton, was much appreciated. Mrs. J. W. Kew's rendering of "Awake" was exquisitely given and was greatly enjoyed. This lady's appearance on the concert platform after a long time was appreciated by local lovers of music. Mr. W. S. Hone's "The Bandleader" was appreciated. Miss Parkes' "Vivia" was, as usual, very sweetly rendered and an encore was demanded, which was responded to. Messrs. Worcester and Carroll supplied the humorous element and their appearance in the humorous duet "O! Course" evoked considerable merriment. Mrs. Bellios' rendering of Ardit's difficult piece "Il Baccio" was a decided treat. Mrs. Bellios was in excellent voice and the purity and pathos of her voice came upon the audience with inspiring force and she had to re-appear in response to popular demands for an encore. The duet "A Night in Venice" by Mrs. J. W. Kew and Mr. E. B. Ayris was a prominent success of the evening, their voices blending beautifully.

Mr. Geo. Grimble acted as accompanist in his usual able style. A word of thanks is also due to "The Buffs" Band, who were responsible in no little degree for the success of the evening.

HONGKONG UNIVERSITY FUNDS.

FURTHER CHINESE SUBSCRIPTIONS.

Further subscriptions to the total of \$8,750 have been collected by the Chinese Sub-Committee towards the endowment and equipment funds of the Hongkong University. Details are as follows:—

Already acknowledged.....\$11,750	
Li Sui Kam.....2,000	
Tai Chee-bo.....500	
Lin Yeung Society, Penang.....500	
Lai On Company.....500	
Lee Ho-yeo.....500	
Kwan Yuen-cheung.....350	
Ip Wai-pak.....200	
Wu Fai-san.....200	
Tak Lee.....200	
Lun Loong Lan.....200	
Sun Loong Lan.....200	
Yue Loong Lan.....200	
Hung Fat Lan.....200	
Yuet Loong Lan.....200	
Yee Cheung Loong Lan.....200	
Wang Loong Lan.....200	
Wai Loong Lan.....200	
Sam Loong Lan.....200	
Woo Lun.....200	
Yeung Wing Cheung.....200	
Hap Fong.....200	
Hung Cheung.....200	
Ying Lee.....200	
Hing Loong Lan.....200	
Ng Kwok Hing.....200	
Total.....\$32,000	

Self-Government Society.

REPRESENTATIONS BY BRITISH AND PORTUGUESE MINISTERS.

PROMPT ACTION BY MINISTRY OF FOREIGN AFFAIRS.

[From Our Own Correspondent.]

Canton, 23rd August.

The Canton Self-Government Society has received from the Taoist for the Development of Native Industries a despatch to which was attached a telegram which was received by the Acting Viceroy on the 18th instant from the Ministry of Foreign Affairs. The telegram runs as follows:—"The Portuguese Minister at Peking informed this Ministry at an interview that the Self-Government Society in Canton has, in the matter of the delimitation of Macao, been acting in an absolutely unlawful manner which is calculated to insult the Portuguese Consul at Canton. The same Society has, moreover, tried to institute a boycott against the Portuguese employed in all the foreign firms. This action on the part of the Society is considered to have undoubtedly been detrimental to the friendly relations between the two countries. The Portuguese Minister has requested this Ministry to despatch telegraphic instructions to the authorities in Canton asking them to protect the Portuguese residents in South China, whenever necessary. The British Minister at Peking has also made representations that the Self-Government Society has, in the case of the *Falshan* incident, acted unreasonably by attempting to stir up bad feeling among the Chinese. This Ministry has been requested to give instructions to stop the Society's action." In his despatch the Acting Viceroy, H.E. Wu Seung Lum, warned the members of the Self-Government Society to be careful in their policy with a view to avoiding serious consequences.

On receipt of the above despatch, the Canton Self-Government Society at once issued circulars to convene a public meeting to take place to-day, when the despatch will be read to the people for consideration and probable discussion.

LOST BOYS FOUND.

ALLEGED KIDNAPERS CAPTURED.

A kidnapping story was related to Mr. J. R. Wood (second police magistrate) in the Police Court, this afternoon. Two farmers, Cheung San and Wong Sheung, were charged with taking two boys out of the Colony, by force and against the will of their guardians, on the 18th instant. One of the kidnapped boys, a youngster of twelve years, said that he came from Tan Sui How, which is near Kongmoon. He had been in the Colony for some time, living with his uncle in Aberdeen Street. Some weeks ago he joined a man, who employed him as assistant hawker. He was then taken to a house at West Point. There he met the other lad and they were sold to the defendants for \$95. They were then put on board the S.S. U Chung steamer *Hoi Ning*, and were recognised by one of the *Police* on board, who was the means of having the men arrested and the boys restored to their lawful guardians. The circumstances under which the other lad was kidnapped are somewhat different. He stated that he was an apprentice in a tooth brush shop in Canton, and not liking the work, ran away. Afterwards he met a man, who inquired whether he would like to be an actor. The lad (eleven years of age) consented, and was brought here and taken to the house at West Point; thence to the *Hoi Ning* to be taken to Miss Bay. The defendants pleaded not guilty to the charge, and were remanded. Detective Sergeant Appleton conducted the case for the police.

SHIPPING ENTERPRISE.

NORDDEUTSCHER-LOYD COMPANY'S PROJECT.

MR. G. FRIESLAND IN HAMBURG.

As soon as the Panama canal is finished the North-Deutscher-Lloyd Steamship Co. will have a line of round-the-world steamers running into this port, says G. Friesland, agent of the German line at Hamburg. Steamers of the type of *Princess Alice*, *Princess E. Ludwig* and the newer *Budow* class, which ply from Hamburg and Bremen to the Orient by way of the Suez canal, going to Yokohama and returning homeward from that port by way of the Suez, will, as soon as the Panama canal is completed, come from Yokohama to Puget Sound and return to Germany by way of Mexico and Central America, passing through the Panama canal. Whether alternate sailings will be given by an outward line is not yet arranged.

Mr. Friesland said there was now strong competition in the coasting steamship trade in the Orient, especially in the South China service, where the new Chinese national steamship line had become a factor. The Chinese about the world subscribed stock in this line, and a start has been made with three chartered Norwegian steamers running from Hongkong to Bangkok and other ports of Indo-China. Mr. Friesland thinks, however, that the competition will not be long maintained. He believes the Chinese line has not sufficient capital to continue the war and must sooner or later go to the wall.

COMMERCIAL.

Following are further alterations in Messrs. E. S. Kadoorie & Co.'s share list to-day:—
Shanghai Docks.....781 sellers
Hongkong Wharves.....147 buyers
Chinese Engineering.....181 sellers
Ewos.....1381 "
Sumatras.....151 buyers
Langkats.....1055 "
Indo-China.....461 "
Perak Sugars.....300 sales

THE RAUB AUSTRALIAN GOLD MINING COMPANY, LIMITED.

MONTHLY CRUSHING.

Following is the result of crushing operations at Raub for the four weeks ended 14th instant:—Bukit Komar, stone crush, 3,374 tons, gold obtained, 957 ounces, and average per ton, 5 dwts 16 grains. Bukit Malacca: stone crushed, 1,779 tons, gold obtained, 78 ounces, and average per ton, 21 grains. Cyanide: Twelve weeks ending 14th instant:—68 ounces.

GENERAL MANAGER'S REPORT FOR THE FOUR WEEKS ENDING JULY 17, 1909.

The Chairman and Directors, Raub Australian Gold Mining Co., Ltd., Singapore.
Gentlemen,—I herewith beg to hand you my report on your mining and milling operations.

The mine measurements and assay returns of prospecting work shows a total of 1,015 ft. for the period (4 weeks) under review, made up of 86 ft. sinking, 212 ft. driving, 56 ft. crosscutting and 142 ft. of surface and underground prospecting work, as against a total of 1,148 ft. for the previous four weeks.

MINES.

Bukit Komar.—540 ft. Level, Drive South. This has been advanced 5 ft., bringing the total to 123 ft. The lode 50 in. wide has been low grade.

530 ft. Level, Drive North.—To this has been added 14 ft. making a total of 51 ft. The lode 47 in. wide assays a little over 1 dwt.

440 ft. Level, Drive South.—This has been driven 18 ft. bringing the total to 593 ft. south of the shaft. The lode 51 in. wide is worth 11 dwt.

The crosscut east has been taken from 9 ft. to 24 ft. and the west crosscut has been taken from 10 ft. to 24 ft.

440 ft. Level, Drive North.—Here 22 ft. has been driven making a total of 308 ft. The lode 47 in. wide gives 1 1/2 dwt. per ton.

Drive North. No. 1 Winze.—This has been sunk 10 ft. making total depth 93 ft. and having reached the required depth has been stopped.

Drive North, Winze from Drive North from Stope.—This has been started, and sunk 19 ft. and is opening up a good body of stone.

340 ft. Level, Drive South from Stope.—Here 9 ft. has been driven making a total of 138 ft. The lode 43 in. wide is worth 13 dwt.

240 ft. Level, Crosscut West Opposite Shaft.—To this has been added 18 ft. making a total of 69 ft.

Crosscutting for Stope Filling.—324 ft.

Stopes.—Above the 440 ft. Level, 2 stopes:

Lode 18 in. wide and worth 7 1/2 dwt.

Above the 340 ft. Level, 2 stopes:

Lode 20 in. wide and worth 1 dwt.

Above the 240 ft. Level, 1 stope:

Lode 10 in. wide and worth 7 1/2 dwt.

STOPE MINES.

150 ft. Level South.—From the crosscut west drives have been taken 32 ft. and 7 ft. to the north and south, respectively, on a lode that has averaged 76 in. wide and 7 1/2 dwt. in value; both ends at present are poor and crosscutting westward has been restarted.

100 ft. Level South, No. 1 Winze.—This has been sunk 27 ft. making the total depth 86 ft. The lode 43 in. wide gives 12 dwt. per ton by assay.

160 ft. Level, Drive North.—To this has been added 10 ft. making a total of 35 ft. The lode 72 in. wide averages 16 1/2 dwt. in value.

Crosscutting for Stope Filling.—190 ft.

Stopes.—Above the 160 ft. level, 3 stopes:

Lode 8 1/2 in. wide and worth 15 dwt.

The third stope has been started over the 160 ft. level north.

ANDERSON SHAFT.

200 ft. Level, Drive North.—To this has been added 20 ft. making a total of 86 ft. The lode 78 in. wide is worth 5 dwt. The drive is being kept on the footwall to connect with the winze from the 160 ft. level.

250 ft. Level, Drive South.—Here 21 ft. has been driven making the total 41 ft. The end continues to carry low grade mixed matters.

BUKIT MALACCA.

No. 1. Level, Drive South.—This has been driven 3 ft., bringing the total to 49 ft. The lode 64 in. wide has averaged 4 dwt.

No. 1. Level North, Drive North from Crosscut East.—This has been extended 31 ft., making a total of 116 ft. The lode 50 in. wide gives an average value of 3 dwt.

The winze has been sunk from 27 ft. to 37 ft. on a lode 40 in. wide and worth 1 dwt.

Stopes.—Above the No. 1. Level, 2 stopes:

Lode 59 in. wide and worth 4 dwt.

On surface and underground, 142 ft. of prospecting work has been done.

The winze from surface to the west of Malacca shaft has been sunk 20 ft. making total depth 52 ft. It has passed through the lode the last assay from which gave 12 dwt. A crosscut is now being put off from the bottom of the winze to further open up this lode.

GENERAL.

At Anderson shaft the cage roads are completed and the broken stone is being raised to surface.

The station at the 260 ft. level is being cut.

From the Wilfley tables 57.2 tons of concentrates have been won worth 18 1/2 dwt. per ton. Milling Sheets for 4 weeks ending July 17, 1909:—

BUKIT KOMAR.
40 Stamps: ran 28 days less 1 1/2 days for clean up and repairs.
Huntington Mill ran 28 days less 6 days clean up and for repairs.
One Crushed: Komar 2,391 tons.
" Stope 1,395 "

Total 3,786 tons.
Amalgam Collected 3,311.00 oz. producing Retorted Gold 1,105.00 " Smelted Gold 1,086.55 "
Average yield per ton 573 dwt. value of tailings 57 "

BUKIT MALACCA.
No. 1 Mill ran 25 days (crushing 389 tons Mine ore and 1,644 tons Surface ore).
Total crushed 2,033 tons.
Amalgam Collected 231.00 oz. producing Retorted Gold 76.00 " Smelted Gold 75.00 "
Average yield per ton 75 dwt. value of tailings 57 "

Amalgam Collected 3,532.00 oz. producing Retorted Gold 1,161.55 " Smelted Gold 903.90 "
Average Fineness 993.90 dwt. Yield 3,599 dwt.

W. H. MARTIN, General Manager.

To-day's Advertisements.

HONGKONG-NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

S.S. "INDRAPURA" (On 17th September, 1909).

For Freight and further information, apply to—

SHEWAN, TOMES & CO., General Agents.

Hongkong, 24th August, 1909. [607]

FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship "NILE."

Captain E. P. Martin, will leave for the above places TO-MORROW, the 25th August, 1909, at 5 P.M.

For Freight and Passage, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 24th August, 1909. [4]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "DEVANHA."

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 4th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Persia*, due in London on 16th October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 24th August, 1909. [4]

PASTEURIZED AMSTEL PILSENER BEER.

SPECIALLY

MOST

PASTEURIZED

PALATABLE

FOR USE IN

REFRESHING

TROPICAL

AND

COUNTRIES.

WHOLESOME.



Sole Agents:

H. PRICE & CO., LD.,

WINE, SPIRIT AND CIGAR MERCHANTS,

18, Queen's Road Central.

Hongkong, 24th August, 1909.

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.	"ALLAN LINE" FRIDAY, OCT. 1ST.
"EMERALD" SATURDAY, SEPT. 18TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMERALD OF INDIA" SATURDAY, SEPT. 25TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMERALD OF JAPAN" SATURDAY, OCT. 2ND.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (included-
Tog Meils and Berth in Sleeping Car while crossing the American Continent, by Canadian
Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either
from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members
of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on
route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Inter-
mediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. (Intermediate on Steamers and 1st Class on Canadian and
American Railways).

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDY, General Traffic Agent,
Corner Paddar Street and Praya (opposite Blake-Plat).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
FOOCHOW	YATSHING	THURSDAY, 26th Aug., 3 P.M.
SHANGHAI	YANGSANG	THURSDAY, 26th Aug., 4 P.M.
TIENSIN VIA SWATOW, WEI- HAIWEI & CHEFOO	CHIPSING	FRIDAY, 27th Aug., 4 P.M.
MANILA	KYUNSAUNG	FRIDAY, 27th Aug., 4 P.M.
SINGAPORE, PENANG & CALOUTTA	KYUNSAUNG	TUESDAY, 31st Aug., 3 P.M.
MANILA	LOONGSANG	FRIDAY, 3rd Sept., 4 P.M.
SINGAPORE, PENANG & CALOUTTA	LOONGSANG	SATURDAY, 4th Sept., 2 P.M.
SINGAPORE, SAMARANG & SURABAYA	HINSANG	TUESDAY, 14th Aug., 2 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kyungang*, *Namsang* and *Poochang* leave about every 3 weeks for Shanghai
and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay
of 10 to 16 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuchai, Lahad, Datu, Singapore, Tawau, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**

Telephone No. 61.
Hongkong, 24th August, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO & SHANGHAI	"PAKHOI"	26th Aug., 4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	"KWEIYANG"	26th "
SHANGHAI	"ANHUI"	26th "
WEIHAWEI & TIENSIN	"HUICHOW"	27th "
SHANGHAI	"LINAN"	29th "
MANILA	"TEAN"	31st Sept., 3 P.M.
SHANGHAI	"CHINHUA"	2nd Sept., 4 P.M.
SHANGHAI	"CHENAN"	5th "
MANILA, ZAMBOANGA and USUAL	"TAIYUAN"	23rd "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-
out and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED
FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA-TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior
accommodation with Electric Light throughout and Electric Fans in State-rooms and
Dining Saloon.

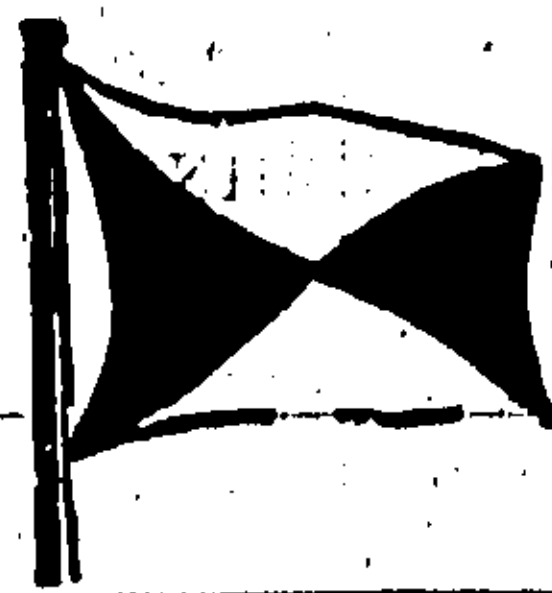
FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chonan, Linan, Chihui*)
—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the
State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and
Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers to Shanghai avoiding the inconvenience of trans-
shipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,**

Telephone No. 16.
Hongkong, 24th August, 1909.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
LAIRO	1540	R. Rodger	MANILA	SATURDAY, 28th Aug., at Noon.
RUBI	1540	R. W. M. Rodger	"	SATURDAY, 4th Sept., at Noon.

For Freight or Passage, apply to **SHEWAN TOMES & CO.,**

Telephone No. 33rd August, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI,
KOBE, YOKOHAMA, HONOLULU and
SALINA CRUZ (Mexico).

S.S. AMERICA MARU	5,000 tons gross	Sail 30th Aug., 1909, at 5 P.M.
S.S. HONGKONG MARU	5,000 "	" 26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	" 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok. Building.

Hongkong, 23rd August, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route
from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of
Lading to all Overland Common Points in the U.S.A. and Canada, also to
the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG	"SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO"	6,182	{ SATURDAY, 28th Aug., at Noon.
Do.	"TACOMA MARU"	5,000	{ SATURDAY, 25th Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage
passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates.
Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards
Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by
the steamers to Shanghai.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY	"DAIGI MARU" H. Murayama	SUNDAY, 29th Aug., at 10 A.M.
SHANGHAI VIA SWATOW	"BUJUN MARU" Captain Y. Fuseo	THURSDAY, 2nd Sept., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during
the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class
cuisine.

The newly built steamers: "CHOHUN MARU" and "BUJUN MARU"—
First class cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office
at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 23rd August, 1909.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO

ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909
MARSEILLES, LONDON ON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"TAMBA MARU" Capt. G. H. Butler, Tons 6500	{ WEDNESDAY, 1st Sept., at Daylight.
VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	"INABA MARU" Capt. R. Takeda, Tons 6500	{ WEDNESDAY, 25th Sept., at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"SHINANO MARU" Capt. K. Kawara, Tons 6500 "TANGO MARU" Capt. S. Ishikawa, Tons 8200	{ TUESDAY, 14th Sept., at 4 P.M. TUESDAY, 28th Sept., at 4 P.M.
MOJI, KOBE & YOKOHAMA	"MIYASAKI MARU" Capt. T. Murai, Tons 9200	{ FRIDAY, 3rd Sept., at Noon. FRIDAY, 1st Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	"KUMANO MARU" Capt. M. Wickett, Tons 6000	{ WEDNESDAY, 25th Aug., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	"MOYORI MARU" Capt. J. C. Richards, Tons 4000	{ WEDNESDAY, 1st Sept., at Noon. THURSDAY, 2nd September.

† Cargo only.

† Fitted with new System of wireless telegraphy. * Omitting Keelung and Shimidzu.

EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from
Hongkong as follows:—

Mishima Maru (Capt. A. E. Moser).....About Friday, 27th August, P.M.

Atsuta Maru (Capt. W. Thompson).....About Wednesday, 22nd September.

Miyasaki Maru (Capt. T. Murai).....About Wednesday, 20th October.

Kitano Maru (Capt. F. E. Core).....About Wednesday, 17th November.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class, \$120	\$110	\$100	\$90
2nd " " " " " "	\$80	\$70	\$60

Option of call between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,

Manager. (45-46)

Shipping—Steamers.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS

Co. proceed from YOKOHAMA DIRECT

TO SAN FRANCISCO without any call en

route thus affording a fast regular cargo-

boat service from China and Japan to San

Francisco.

THE Steamship

"AMIRAL DUPERRÉ,"

expected to arrive on or about the 24th

August.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 27th July, 1909. [5]

"SHIRE" LINE OF STEAMERS,

LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE"

Captain Daniel, will be despatched as above

on or about 25th August.

The attention of passengers is drawn to the

excellent accommodation provided by this

vessel at cheap rates. The steamer is specially

adapted for service in the tropics, being fitted

with refrigerating machinery and electric fans

in state-rooms. Doctor and Stewardess are

carried. FARE TO LONDON £15.

For further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,

Agents.

Hongkong, 2nd August, 1909. [56]

"SHIRE" LINE OF STEAMERS,

LIMITED.

FOR MARSEILLES, LONDON AND

LEITH.

THE Steamship

"CARNARVONSHIRE"

Captain Ingram, will be despatched as above

about 25th instant.

For Freight, apply to

JARDINE, MATHESON & Co., LTD.,

Agents.

Hongkong, 2nd August, 1909. [56B]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United

States of America and Canada, and also

for the principal ports in Mexico, and

Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VANCOUVER, TACOMA & SEATTLE,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Aymara 4,365 J. Boyd 26th Aug.

Stavros 6,300 J. Boyd 23rd Sept.

Ozama 4,557 F. W. Davies 21st Oct.

Kemerik 6,333 J. Mahie 18th Nov.

* These steamers are specially fitted for the

carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queen's Buildings

Hongkong, 9th August, 1909. [56C]

COMPAGNIE DES MESSAGERIES

MARITIMES.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"POLYNESIEN"

Captain Broc, will be despatched for the

above Ports on MONDAY, the 30th August.

For Freight or Passage, apply to

P. DE CHAMPMORIN,

Agent.

Hongkong, 23rd August, 1909. [9]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON AND NEW YORK:

S.S. "LENNOX"On or about 10th Sept.

For Freight and further information, apply

to

DODWELL & Co., LIMITED.

Agents.

Hongkong, 31st July, 1909. [48]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG"Capt. H. W. WALKER.

"KWONG SAI"Capt. H. S. CHOW.

Leave Hongkong for Canton at 9 every

evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every

evening, (Sunday excepted).

These New Steamers, owned by Chinese

Intimations.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Persira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$14,500,000 \$150,000 }	\$2,006,234	{Interim of £2 for account 1909 @ ex 1/8t = \$12.72	4 1/2 %	{sellers \$1,000 ex div. London £95.5/-
National Bank of China, Limited	10,975	£7	£6	{ £4,000 \$150,000 }	\$10,223	\$2 (London 3/6) for 1903	...	\$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$950	\$50	{ \$1,150,000 \$29,757 \$11,000 \$185,000 }	none	\$14 for 1907	7 1/2 %	\$190 sellers
North China Insurance Company, Limited	10,000	£15	£1	{ Tls. \$10,000 Tls. 109,747 Tls. 118,277 \$5,000,000 }	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 120 buyers
Union Insurance Society of Canton, Limited	12,400	\$950	\$100	{ \$600,000 \$109,248 \$105,249 \$681,609 }	\$2,464,931	{Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$294,475 \$199,164 \$1,000,000 }	\$7 7,627	\$12 and bonus \$3 for 1907	7 1/2 %	\$231
FIRE INSURANCES.								
China Fire Insurance Company, Limited	0,000	\$100	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$950	\$50	{ \$1,150,000 \$1,150,000 \$1,150,000 }	\$168,711	\$27 for 1907	8 %	\$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$24	{ \$7,000 \$204,683 }	\$1,055	\$1 for 1906	...	\$9 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$200,000 \$200,000 \$200,000 }	Nil.	2 1/2 for year ending 30.6.1908	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$21,170	Interim of \$1 1/2 for account 1909	7 1/2 %	\$31 1/2 sellers
Iodo-China Steam Navigation Co., Ltd. (Preferred) ...	60,000	£5	£5	{ £10,000 £10,000 £10,000 }	£13,755	{6/- for 1907 on Preference shares only @ ex 1/10 11/10 = \$3.154	...	\$60
do. do. (Deferred)	60,000	£5	£5	{ £10,000 £10,000 £10,000 }	£13,755	{Final of 2/- for 1908 and interim of 1/- for a/c 1909	...	7 1/2 sales and b.
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000 }	£61,817	{ \$1.20 \$5.50 } for year ending 10.4.1909	4 1/2 %	\$26 ss. and b.
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$100,000 \$100,000 }	\$3,121	{ \$5.50 } for year ending 10.4.1909	3 1/2 %	\$151
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$1,000,000 \$1,000,000 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$17 1/2 buyers
Luen Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$1,000,000 }	Dr. \$135,831	\$3 for 1897	...	\$26 buyers
Perak Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000 }	Tls. 9,173	Tls. 3/- for year ending 31.8.08	...	Tls. 295 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £175,000 }	£11,556	{Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 18 1/2 sellers
Rioh Australian Gold Mining Company, Limited {	150,000	£1	£1	{ £175,000 £175,000 }	Dr. £2,191	No. 12 of 1/- = 48 cents	...	\$8 sellers
10,000	£1	£1	{ £175,000 £175,000 }	Dr. £2,191	No. 12 of 1/- = 48 cents	...	...	...
DOCKS, WHARVES & GODOWNS.								
Farwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$450,000 \$450,000 }	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$3,000,000 \$3,000,000 \$3,000,000 }	\$10,102	None	...	\$60 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$2,500,000 \$2,500,000 \$2,500,000 }	\$245,162	Interim of \$1 1/2 for account 1909	12 1/2 %	\$58 1/2 b. ex div.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 }	Tls. 6,161	Final of Tls. 2 1/2 for year ending 31.4.09	6 1/2 %	Tls. 79 1/2 seller
Shanghai and Hongkew Wharf Company, Limited ...	16,000	Tls. 100	Tls. 100	{ Tls. 607,257 Tls. 50,000 Tls. 125,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 148 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 25,000 }	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 105
Central Stores, Limited	50,181	\$12	\$12	{ \$600,000 \$600,000 }	\$24,641	\$1.20 on old and 60 cents on first new issue	...	\$17 buyers
Hongkong Hotel Company, Limited	{ 12,000 8,000 }	{ \$50 \$50 }	{ \$50 \$50 }	{ \$600,000 \$600,000 }	\$295	Final of \$3 making \$6 for 1908	...	\$75 ex w.f. b.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$5,000,000 \$5,000,000 }	\$245,162	Interim of \$1 1/2 for account 1909	6 1/2 %	\$45 new
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$2,217,171 \$41,261 }	\$5,486	60 cents for 1908	6 1/2 %	\$105 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ none }	\$278	\$1 1/2 for 1908	5 %	\$98 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,223,045 Tls. 300,000 }	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	\$30 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	1968	Interim of \$2 for account 1909	8 1/2 %	Tls. 118 seller
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,919 }	is. 6,820	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 137 1/2 buy
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$10	{ Tls. 45,919 \$10,000 }	\$9,553	50 cents for year ending 31.7.08	6 %	\$8 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 90
Luen-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 4,829	Tls. 4 for 1908	...	Tls. 108 buy
Say Shee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	{ Tls. 31,172 }	Tls. 15,911	Tls. 50 for 1906	...	Tls. 430 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500 \$4,000 }	£648	1/10th per share for 1908	10 %	\$10 ss. and
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 \$720,000 }	Nil.	\$1.20 or 1908	8 %	\$133 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$500,000 }	\$61,138	50 cents for year ended 18.2.06	...	\$64 sellers
do. do. special shares	50,000	\$10	\$10	{ \$500,000 \$500,000 }	\$61,138	50 cents for year ended 18.2.06	...	\$9.60 sales
China Provident Loan & Mortgage Company, Ltd.	121,500	\$10	\$10	{ \$1,000,000 \$1,000,000 }	\$3,407	80 cents for 1908	8 1/2 %	\$161 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$8,000 }	\$48	\$1.30 for year ending 31.7.08	7 1/2 %	\$8.00 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$4,000,000 }	\$3,750	Final of 50 cents making 90 cents for 1908	10 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$120,000 }	\$3,750	80 cents for year ending 31.12.98	8 1/2 %	\$20 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none }	5,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$190 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$150,000 \$150,000 }	\$7,627	Final of \$15 per share making \$19 for 1908	12 1/2 %	\$24 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000 \$600,000 }	\$8,790	Interim of \$1 for account 1909	8 1/2 %	...
Mitsubishi for Mita, Bosch & Landbouwer- plaat in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 547,914 Tls. 62,914 }	Tls. 216,623	and Quarterly div. of Tls. 12 1/2 for account 1909	4 %	Tls. 1,040 b.
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$250,000 }	\$2,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$14 1/2
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$500,000 \$500,000 }	Pa. 18,640	None	3 %	\$10 sales
Philippine Company, Limited	75,000	\$10	\$10	{ none }	18,640	None	...	...
Shanghai-Samatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 148 1/2 ss
SOUTH CHINA MORALOG POST, LIMITED.								
South China Moralog Post, Limited	6,000	\$25	\$25	{ none }	Dr. \$56,602	None	...	\$23 sales
Steam Laundry Company, Limited	30,000	\$5	\$5	{ none }	\$236	40 cents for year ending 31.5.08	8 %	\$11 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none }	\$172	60 cents for year ending 31.12.08	5 %	\$13
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ \$55,000 \$55,000 }	\$1,369	80 cents on 9,000 ord. shares and \$10.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$8 1/2 sellers
Watson, (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$300,000 }	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$4 sellers
William Powell Limited	14,000	\$7	\$7	{ none }	\$3,95	{Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	...
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid).	46,500	£1	£1	{ none }	none	30 % = 6/- per share for year 1908	...	£7 buyers
do. do. (partly paid)	103,500	£1	£1	{ none }	none	30 % = 6/- per share for year 1908	...	£6.15
Balgownie Rubber Estate, Limited (fully paid)	20,000	\$10	\$10	{ none }	\$74	25 % for year ending 31.3.09	...	\$50 sellers
Castledale Rubber Estate, Limited (fully paid)	6,000	\$10	\$10	{ none }	none	None	...	£1.15/-
do. do. (contributory)	24,000	£1	£1	{ none }	none	None	...	£1.12.6
Highland & Lowland Para. Rubber Co., (fully paid).	181,454	£1	£1	{ none }	£8,784	None	...	£1.12.6
do. do. (contributory)	123,546	£1	£1	{ none }	none	None	...	£1.12.6
Kuala Lumpur Rubber Co., Limited	18,000	£1	£1	{ none }	1,820	1 % for year ending 30.6.08	...	£1.12.6
Linggi Plantations, Limited (ordinary)	920,000	2/-	2/-	{ none }	none	60 % for year 1908	...	£1.12.6
do. do. (7% pref.)	10,200	£1	£1	{ none }	none	7 % for year 1908	...	£1.12.6
Ragalla Rubber Company, Limited (ordinary)	28,500	\$10	\$10	{ none }	\$6,722	15 % for year ending 31.12.08	...	£2.5/-
do. do. (8% pref.)	12,500	\$10	\$10	{ none }	none	None	...	£1.12.6
Ledbury Rubber Estates Limited	60,000	£1	£1	{ none }	none	None	...	£1.12.6
do. do. (contributory)	40,000	£1	£1	{ none }	none	None	...	£1.12.6
* These shares are entitled to half of the profits								

* These shares are entitled to half of the profits,.....

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Dentistry.

Dr. H. H. CHAUN.

THE LATEST METHOD

AMERICAN SYSTEM OF DENTISTRY
12 QUEEN'S ROAD, CENTRAL

From the Department of Psychiatry, P. S. A.

Western 15th April, 1901.

... ..

TSDH: TING.

LATEST METHODS OF DENTISTRY

LATEST METHODS OF ANALYSIS

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REASONABLE FEES

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(continued)